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# AUTOMOBIL

Washing the Car.

Washing the Car.

Let us drop you a little hint—a few words describing the proper way to keep your car in first-class appearance, which if followed with care will make the machine look new at all times. After you have run your car into the garage and are ready to clean it, take down the hose and wash the mud off with cold water. Don't turn on the water at full force and squirt it on the car as you would turn the hose on a burning shed, for you are liable to force off the hardened mud, tearing with it enamel from the body or fenders. Let the water flow over the part being cleaned until the mud has become softened, when it will come off without any trouble. In washing, always use cold water, although in winter luke warm water may be used to loosen the mud when it is frozen, but at no time use hot water, as it has an injurious effect on the enamel and finish. After the surplus mud and grime have been washed off, clean the bedy and fenders thoroughly with a tend solution of lvory soap and water, then rub down carefully with a chamois skin. Afters and

and grime have been washed off, ciean the body and fenders thoroughly with a tend solution of Ivory scap and water, then rub down carefully with a chamois skin. Axles and running gear may be washed with warm water and linseed oil scap solution.

An excellent polish may be given to care by using the best quality of auto finish. It has been found to give excellent finish and is in no way injurious to the enamel.

No car has that snappy new appearance unless its brass finishings are polished to the highest linster. There are many good compounds for this use on the market, any of which will produce the desired results. Metal polish is being used very satisfactorily in cleaning the brass parts on care.

By following the above directions in washing cars, an operation which we would advise at least once a week, more often if need be, we are safe in saying that owners will have their cars looking their best all the time.

The fact that hall bearings have become worn does not necessarily mean that a complete new set must be installed. The old ones can be repaired and made almost as good as new. This is done by truing up the races and using larger balls of the size demanded.

When putting on ruts and belts, it is an excellent preventive of rust to rub on them a little graphite. When this is done you have taken out an insurance policy against

have taken out an insurance policy against sticking nuts.

On all cars having a rear axle secured to tapered shafts, care should be taken to see that the hubs are kept wedged up fightly on the taper end of the axle shaft, by means of their locking nuts. Once a month the rear hub caps should be taken off and the lock-ing nuts be moved up as soughy as possible

without injuring the threads. If this is not done, the hub will work loose on the shaft and by rubbing against the key will certainly spread the key-way in a comparatively short time.

When the motor heats, the use of too much oil for any length of time will cause carbon oil for any length of time will cause carbon to deposit on the piston and cylinder head and thus cause the motor to heat. If misfiring is evident and loss of power, then treat the motor as one badly carbonized. However, the heating may be due to other things besides carbon. The motor should not be operated with the spark retarded too far and the brakes should not drag. The water system must, of course, be free from obstructions. If the pistons are poorly fitted or the rings worn excessively, the oil will work up into the combustion chamber, deposit carbon and cause heating. Try to do as little intermediate and low gear work as possible. diate and low gear work as possible.

Probably end play in bearings is more often Probably end play in bearings is more often the cause of a weak magneto than any other one thing. It is due to wear in the main crunkshaft hearings, which permits the mag-neto to rotate at a greater distance from the stationary coils than was originally intended. The remedy for this is either to put in new bearings or take up the end play in the old ones so that the proper relation will be main-tained between the magnets and stationary coils.

oils.

Good electrical connections are important Good electrical connections are important. Where the cables are composed of several fine wires to get flexibility without breakage, cut away the insulating material for one half inch and crowd over it a one inchoing piece of small brass tubing baving a luman just large enough easily to admit the wires, forcing the tube half an inch into the insulating material. Then, with a pair of round mass pliers bend a loop in the half-inch end that protrades. The bending of the tube flattens it and binds the contained wires to make a permanent terminal that is better than any that can be made by soldering.

To test stationary suits we four or six dry

To test stationary coils use four or six dry To test stationary coils use four or six dry cells connected up in series. Attach one terminal of the battery to the insulated plug in top of magneto and the other terminal to the connection where the last coil is grounded to the plate. Then with a piece of soft iron touch the iron core of each coil to see if there is a good pull. If trouble is found to exist try out the coils one at a time by tenching the battery terminal on the terminal of the first coil and determining the pull. Then on the second, repeating the operation until the grounded coil is located.



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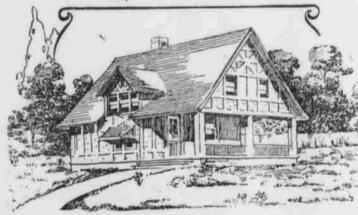
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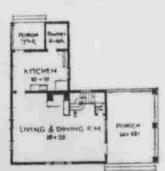
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